

City of

Bellevue



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DATE: April 3, 2014
TO: Bellevue Transportation Commission
FROM: Kevin McDonald, AICP, Senior Transportation Planner, 452-4558
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SUBJECT: Comprehensive Plan Update: Transportation Element Policy Recommendations

INTRODUCTION

At the Transportation Commission meeting on March 14, 2014, staff reviewed the major components of proposed policy updates to the [Transportation Element](#). These recommended areas for new policies and amendments reflect staff analysis of the changes needed to keep the transportation policies current and forward-looking. On April 10, 2014, staff will review and discuss recommended transportation policy language in topic areas that represent new policy initiatives or substantially updated policy. Policy amendments related to the Transit Master Plan are forthcoming. Staff seeks direction from the Commission regarding specific policy language and the future approach for bringing forward policy amendments for review.

Transportation Element Policy Recommendations

Transportation Department staff has proposed policy initiatives, updates and amendments for the Transportation Element. Policy topics were introduced to the Transportation Commission at the March 14, 2014 meeting. Each of these topic areas is listed below.

There are 156 policies in the Transportation Element. Staff is reviewing each policy to determine if it should be retained, repealed or amended. The following policy recommendations have been reviewed by staff and are included under each section heading; edited existing policies are shown with their existing TR-policy number, and recommended new policies are depicted as TR-XX.

In a format consistent with the policy review of the Downtown Subarea Plan, **Attachment 1** includes the legislative draft format of each policy amendment recommendation.

- **New Policy Areas to Fill Gaps or Support Initiatives**

- **~~Transportation~~ Mobility Master Plan**

A ~~Transportation~~ Mobility Master Plan would replace the project lists in the numerous Transportation Facility Plans adopted in Volume II of the Comprehensive Plan, as well as project lists within a few of the subarea plans. Through a policy reference within the Transportation Element, the ~~Transportation~~ Mobility Master Plan would be as relevant as the Comprehensive Plan itself in documenting and implementing the City's mobility projects. Yet the Master Plan would be administratively updated as needed outside of

the Comprehensive Plan amendment process and kept current to incorporate transportation planning work such as corridor plans and subarea plans. Including all mobility projects in a single document would allow a clear view of the relationships between various travel modes on a corridor, and support multimodal level of service objectives. Note: the term Mobility Master Plan (MMP) is selected to avoid confusion with the Transit Master Plan, (TMP), Transportation Management Plan (TMP)..

TR-XX. Use the City's Mobility Master Plan to identify and prioritize the implementation of transportation system improvements.

- **Multimodal Level of Service and Concurrency (Mobility Management)**

Incorporate the Commission recommendation to establish methods to establish multimodal level of service standards and concurrency requirements, to measure and monitor all modes of travel, and to consider and implement projects to ensure mobility options are available for roadway corridors and within defined geographic areas (Mobility Management Areas).

Please refer to Attachment 1 for legislative draft details for all policies in this section.

TR-6. Establish multimodal level of service standards and other mobility measures and targets for roadway corridors and in each area of the city in consideration of planned development patterns and mobility options.

TR-21. Manage the multimodal transportation system in a corridor approach within and across Mobility Management Areas shown in Figure TR.1.

TR-22. Implement and prioritize transportation system improvements to meet the level of service standards for all transportation modes, recognizing the range of mobility needs of each corridor and mobility management area.

TR-23. Coordinate improvements and operations among travel modes and provide connections between modes.

TR-XX. Establish mobility management areas that reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.

TR-XX. Establish level of service standards for transportation corridors that reflect the range of available and intended mobility options.

TR-XX. Establish transportation concurrency standards that consider the available and intended mobility options for transportation corridors, mobility management areas and implementation and management priorities.

TR-XX. Monitor the level of service for all modes and adjust programs and resources as necessary to achieve mobility objectives.

TR-XX. Improve the transportation system consistent with the adopted multimodal level of service standards, and to maintain safety.

- **Bike Sharing Program**

Puget Sound Bike Share is establishing a presence in the Seattle metro area, with planned first phase installations in Downtown Seattle, South Lake Union, Capitol Hill, and the U District. The Downtown Transportation Plan acknowledged the potential for bike share as a viable Downtown mobility option, and a Transportation Element policy would support a potential citywide program.

TR-XX. Support establishment and operation of a bike sharing program in Bellevue.

- **Policy Modification and Updates to Address Changed Circumstances**

- **Intelligent Transportation Systems**

Embed citywide direction to implement and expand intelligent transportation systems infrastructure and technology.

TR-40. Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.

- **Transportation Demand Management**

Expand the Transportation Demand Management section to more comprehensively address off-street parking supply and management, and draw a link between parking supply, parking cost and commute mode share.

Please refer to Attachment 2 for legislative draft details.

TR-9. Coordinate with other Eastside jurisdictions, the private sector, educational institutions and transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that address the following factors:

1. Parking;
2. Services to facilitate and increase the use of transit, carpooling, vanpooling, walking, bicycling, and alternative work schedules;
3. Other demand management program elements, including marketing, outreach and incentives; and
4. Reporting, monitoring, and performance evaluation standards.

TR-10. Require large employers to implement a commute trip reduction program for employees, as mandated by the state Commute Trip Reduction law, and evaluate program effectiveness on a regular basis.

TR-11. Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce policies and parking pricing techniques to discourage the use of single-occupant vehicles, such as:

1. Ensuring that parking supply is “right-sized” to meet parking demand without encouraging drive-alone trips;
2. Establishing methods to charge for parking single-occupant vehicles;
3. Imposing a parking tax, through state enabling legislation;
4. Providing tax incentives and other credits to employers that eliminate employee parking subsidies; and
5. Facilitating and encouraging employer cash-out programs for their employees.

T-12. Encourage employers to help reduce peak hour commute trips by facilitating employees’ use of telework, flexible work hours, compressed work week schedules, and other scheduling options.

TR-13. Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.

T-14. Promote use of travel options by requiring new development to incorporate physical features, such as:

1. Preferential parking for carpools and vanpools;
2. Special loading and unloading facilities for carpools and vanpools;
3. Transit facilities, including comfortable bus stops and waiting areas that may be integrated in the building design;; and
4. Secure and covered bicycle parking, showers, lockers, and related facilities to support bicycle commuting.

TR-17. Provide outreach and assistance to individuals in order to increase awareness and use of alternatives to driving alone for all types and purposes of trips.

TR-18. Evaluate and facilitate car-sharing and bike sharing programs

TR-20. Support federal and state tax policies that promote transit use and ridesharing.

TR-XX. Facilitate small employers and property managers in providing programs to reduce drive-alone commute trips by employees and building occupants through marketing, outreach and assistance activities.

TR-XX. Support the establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of demand management.

TR-XX. Require new developments that place significant impacts on the transportation system to implement transportation management programs to reduce drive-alone commute trips to the site.

TR-XX. Establish targets for the proportion of commute trips to occur by means other than driving alone, and periodically evaluate progress to these targets as a measure of transportation system efficiency.

- **Light Rail Best Practices**

This section of detailed policies was adopted in anticipation of a light rail alignment and stations in Bellevue - as a product of a Light Rail Best Practices community involvement process. Decisions have been made regarding East Link and best practices policies can be retooled and consolidated to address current circumstances, and future considerations for light rail construction and operation. Note: Recommended policy amendments for this section are combined with the high capacity transit section that follows.

- **Regional High Capacity Transit Policy Coverage and Direction**

Policies in this section acknowledge the need to maintain and enhance transit service that connects Bellevue to the region and to advocate for significant additional regional transit service for Bellevue through a future Sound Transit ballot measure.

Please refer to Attachment 3 for legislative draft details.

TR-75.1. Develop a HCT system in collaboration with the transit providers that advances the City's long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.

TR-75.2. Research and apply best practices of other cities and systems to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating high capacity transit.

TR-75.3. Develop and maintain a strong working relationship with transit providers to ensure a collaborative effort to implement HCT.

TR-75.4. Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other stakeholders in a cooperative and coordinated community involvement program with transit providers to help shape the ultimate configuration and operation of any regional HCT system.

TR-75.5. Ensure that a regional HCT system adds new travel capacity within its own right-of-way, rather than replacing existing travel lane capacity, in order to maximize speed and reliability for transit while minimizing impacts to other modes.

TR-75.6. Support plans by transit providers to connect Bellevue, Seattle and Redmond activity centers with service that optimizes convenience for riders

TR-75.8. Plan and implement HCT service within Bellevue in a manner that advances the adopted land use vision by:

1. Optimizing ridership, system performance, and user convenience;
2. Providing exceptional pedestrian and bicycle access to stations ;
3. Promoting superior urban design;
4. Minimizing impacts on businesses and residents during construction; and
5. Minimizing overall impacts on the operation of the street network; and
6. Protecting the character and livability of neighborhoods, including adequate ingress and egress to the neighborhood.

TR-75.12. Partner with transit providers and work closely with neighborhoods, businesses and other stakeholders in the design of transit stations and facilities to integrate them into the community follows:

1. Incorporate context sensitive design that considers neighborhood objectives and superior urban design;
2. Integrate art, public spaces and other public amenities;
3. Utilize complementary building materials that are high-quality and durable;
4. Integrate substantial landscaping at stations and along the alignment, and
5. Protect sensitive residential, outdoor recreation, and commercial land uses by minimizing and mitigating environmental, traffic and noise impacts.

TR-75.15. Implement standards and guidelines to create stations that are valued places in the community by providing:

1. Access and linkages to the surrounding community;
2. A comfortable place to be, not just pass through;
3. A place that works for both large and small numbers of people; and
4. Design that encourages social interaction among people.

TR-75.16. Work with neighborhood groups, business owners, other stakeholders, and transit providers to identify and fund additional improvements that can be constructed efficiently in conjunction with construction of transit projects.

TR-75.18. Protect residential neighborhoods adjacent to HCT facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.

TR-75.19. Ensure that land use changes that occur around HCT stations are consistent with the Comprehensive Plan land use vision for that area, recognizing that:

1. Transit may support more intense development around some stations;
2. Transit supportive design and orientation may be implemented without changes to land use intensity; and
3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).

TR-75.20. Maintain and enhance the safety of Bellevue's streets when incorporating HCT, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

TR-75.21. Provide for efficient HCT operation and support transit speed and reliability, while maintaining capacity for non-HCT vehicle movements.

TR-75.23. Coordinate with transit providers to employ crime prevention principles in the design of HCT stations, and use available technologies to deter crime. Examples include:

1. Design the station platform for visibility from adjacent streets, sidewalks, and parking;
2. Provide open and well-lighted pedestrian connections to sidewalks, parking and adjacent community;
3. Implement video surveillance on station platforms and trains; and
4. Establish and enforce a fare paid zone for station platforms.

TR-75.24. Develop agreements with transit providers to ensure long-term safety and security, operation and maintenance of stations.

TR-75.25. Develop and maintain safe and convenient pedestrian access to HCT stations, through shared responsibility with transit providers, that:

1. Provides short, direct routes within a ten-minute walk;
2. Design the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation;
3. Maximizes safety for pedestrians at street crossings; and
4. Gives priority to pedestrian access and safety in station areas.

TR-75.28. Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services with an emphasis on safety for people transferring between the station platform and the various modes.

TR-75.29. Develop and implement an integrated way-finding system that incorporates principles of universal design and uses multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership.

TR-75.30. Evaluate proposed new and expanded park and ride facilities in Bellevue to serve high capacity transit, for their effectiveness to serve the community and the HCT system, and for their potential environmental and community impacts.

TR-75.31. Develop interlocal agreements with transit providers to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.

TR-75.32. Collaborate with transit providers to create a Construction Management Plan for all new major transit investments that minimizes the corridor length disrupted by construction at one time and minimizes the time period of disruption.

TR-75.33. Prioritize the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with transit

providers. Monitor the outcomes of these efforts and pursue adjustments with transit providers to ensure continued effectiveness.

TR-75.34. Develop and implement an early and ongoing program with transit providers to provide assistance to residents and businesses to address adverse impacts of construction.

TR-75.34. Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with transit providers, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.

Policy development is ongoing and staff recommendations are pending for the following topic areas:

- **Active Transportation – Mobility Options**

Integrate the concepts and terminology as appropriate throughout the Transportation Element. The concept of “active transportation” refers generally to human-powered transportation such as walking and bicycling. “Mobility options” refers to the range of transportation modes that are available, appropriate, intended and/or desirable for a corridor or geographic area.

- **Community/Public Health**

Describe the relationship between active transportation/mobility options and individual and community health, including environmental factors.

- **Greenhouse Gas Emissions from Transportation Sources**

Document that motorized transportation is a source of air contamination in Bellevue, including emissions that contribute to global climate change. Policies would provide direction to establish and to pursue greenhouse gas emission reduction targets from transportation sources and/or the city as a whole. Transportation greenhouse gas emissions policies are recommended to be embedded in the Environmental Element together with other Air Quality policies.

- **Street Maintenance**

The Bellevue street maintenance function recently moved to the Transportation Department. Policy review is underway and updates may be needed to reflect street maintenance scope, standards, priorities and funding.

- **Eastside Rail Corridor**

Formerly the Burlington Northern Santa Fe (BNSF) corridor, policies for the Eastside Rail Corridor would be updated to reflect the intended regional and multimodal function of the corridor, including East Link.

- **Transit Policies**

Significant rewriting and consolidating of transit policies is needed to incorporate the preliminary direction being established through the Transit Master Plan. While policy and project details would be part of the Transit Master Plan final report and adopted document, higher-level policy concepts would be embedded in the Transportation Element. These policies would include the direction toward providing abundant access, establishing frequent transit network, implementing speed and reliability enhancements and improving pedestrian and bicycle access to transit stops and stations.

- **Finance Policies**

Finance policies support multiple financing strategies to ensure that resources are available at the right time from the right sources to build transportation system projects. These policies are recommended to be embedded in the Capital Facilities Element in the section on Financing Systems and Revenue Sources.

NEXT STEPS

At subsequent meetings, staff will continue to engage the Commission as directed in a policy-by-policy review of amendments to the Transportation Element. Staff will also propose amendments to update the Transportation Element maps, figures and tables, and will demonstrate consistency with the Puget Sound Regional Council certification requirements.

A recommendation from the Transportation Commission will be forwarded to the Planning Commission for review – the timing for this action is yet to be precisely determined, it is likely to occur in the summer/fall of 2014.

ATTACHMENTS

Policy amendment recommendations spreadsheets (Pertaining only to the policy amendments cited in this memo)

1. Mobility Management policy amendments
2. Transportation Demand Management policy amendments
3. Light Rail Best Practices policy amendments

ATTACHMENT 1. Policy by policy analysis – Transportation Element Policies - Mobility Management

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section Goals	Mobility Management 1. To provide multiple travel options, for transit users, pedestrians, bicyclists, and rideshare users, as well as the drivers of private vehicles. 2. To ensure that all members of the community, including those with transportation disadvantages, have viable travel options.	Still valid		Edit	<u>1.</u> To provide multiple travel <u>mobility</u> options <u>that include riding transit, walking, bicycling, ridesharing and driving, for transit users, pedestrians, bicyclists, and rideshare users, as well as the drivers of</u> private vehicles. <u>2.</u> To ensure that all members of the community, including those with transportation disadvantages, have viable travel <u>mobility</u> options.
TR-21	Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.	Still valid	Incorporate Transportation Commission recommendation for a multimodal level of service standard that includes a corridor approach within reconfigured mobility management areas.	Edit	Manage the <u>multimodal</u> transportation system <u>in a corridor approach within and across</u> through the Mobility Management Areas shown in <u>Figure TR.1,</u> the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.
TR-XX			Multimodal level of service. New policy derived from TR-21	New policy	<u>Utilize mobility management areas that reflect street patterns and connectivity, available mobility options, topography, development patterns, and land use objectives.</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-XX			Multimodal level of service	New policy	<u>Utilize level of service standards for transportation corridors that reflect the range of available and intended mobility options.</u>
TR-XX			Multimodal concurrency	New policy	<u>Utilize transportation concurrency standards that consider the available and intended mobility options for transportation corridors, mobility management areas and implementation and management priorities.</u>
TR-22	Implement the level of service standards and other mobility targets for major transportation modes within each Mobility Management Area, as shown in Table TR.1, recognizing each area's needs as well as its relationship with other areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.	Still valid	Policy direction to do what is needed to achieve the LOS standards. Also policy TR-22 contains two subjects – so split into two policies	Edit - split	Implement and prioritize programs and projects <u>transportation system improvements</u> to meet the level of service standards and other mobility targets for major-all transportation modes along corridors and within each Mobility Management Areas, as shown in Table TR.1, recognizing <u>the range of mobility needs of each corridor and mobility management area's needs as well as its</u> relationships with other corridors and areas. Monitor the adopted mobility targets and adjust programs and resources as necessary to achieve scheduled progress on all modes.
TR-XX			Policy derived from TR-22	New policy	<u>Monitor the level of service for all modes and adjust programs and resources as necessary to achieve mobility objectives.</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-23	Coordinate improvements and operations among travel modes, providing connections between modes.	Still valid		Edit	Coordinate improvements and operations among travel modes, <u>and</u> providing connections between modes.
TR-24	Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.	Still valid	Policy contains two policies – so split into two. Reference applicable functional plans and/or Transportation Master Plan.	Edit-split	Incorporate pedestrian and bicycle facility improvements into roadway projects, <u>and in accordance with the Pedestrian and Bicycle Transportation Plan.</u>
TR-XX				Edit - split	Incorporate transit/high-occupancy vehicle facility improvements <u>where feasible in accordance with the Transit Master Plan and corridor studies.</u>
TR-25	Provide for adequate roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas of the city, promoting both internal access and linkages with the rest of the city.	Still valid		Edit	<u>Increase system connectivity for all modes by providing</u> for <u>adequate</u> roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas <u>of the city,</u> promoting both internal access and linkages with the rest of the city.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-26	Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, designing, implementing, and maintaining transportation improvements particularly non-motorized improvements, and other transportation facilities and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA). <i>Also cross-reference with TR-79 (Prioritization).</i>	Still valid		Edit	Address the special needs of physically challenged and disabled citizens with various degrees of mobility in planning, d Designing, implementing, and maintaining transportation <u>system</u> improvements particularly non-motorized improvements, and other transportation facilities and in delivering transportation services and programs, in accordance with the Americans with Disabilities Act (ADA).
TR-27	Follow guidance provided in the city's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.	Time to go	Refer to Transportation Master Plan for project guidance instead of all these separate sources	Repeal	Follow guidance provided in the city's long range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.
TR-XX			Introduce the <u>Transportation-Mobility</u> Master Plan	New	<u>Use the City's Mobility Master Plan to identify and prioritize the implementation of transportation system improvements.</u>
TR-28	Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.	Still valid		Retain	Involve affected neighborhoods and other interested citizens in the planning and design of transportation system improvements.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-29	Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.	Still valid	Regional	Edit	Develop the transportation system in a manner that supports the regional land use and transportation vision presented-adopted in Vision VISION 2020-2040 , Destination Transportation 2030-2040 and the Countywide Planning policies for King County.
TR-30	Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments	Still valid	Regional	Retain	Work with other Eastside Transportation Partnership (ETP) participants to identify and implement high priority transportation investments.
TR-31	Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.	Still valid	Regional	Retain	Inform, consult with, and otherwise involve other affected jurisdictions in the city's transportation planning efforts.
TR-32	Develop and implement strong inter-jurisdictional agreements for cooperative solutions to land use and transportation problems that cross the city border.	Still valid	Regional	Edit	Develop and implement strong inter- jurisdictional local agreements for cooperative solutions to for mutual land use and transportation concerns problems that cross the city border .

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-33	Establish multi-jurisdictional Mobility Management Areas or other agreements for joint adoption and implementation of transportation goals and measures, including concurrency management and assessment of impact fees, in areas that have significant cross-border trips.	Time to go	Multijurisdictional MMAs no longer exist		Establish multi-jurisdictional Mobility Management Areas or other agreements for joint adoption and implementation of transportation goals and measures, including concurrency management and assessment of impact fees, in areas that have significant cross-border trips.
TR-34	Require development within Bellevue to include mitigation for significant impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant impacts on Bellevue.	Still valid	Confer with SEPA officials on this policy prior to final recommendation BROTS	Edit	Require development within Bellevue to include mitigation for significant transportation impacts on other jurisdictions, and work with other jurisdictions to ensure that development within their borders includes mitigation for significant transportation impacts on Bellevue.

ATTACHMENT 2. Policy by policy analysis – Transportation Element- Transportation Demand Management (TDM) Policies

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Section Goal	Transportation Demand Management To reduce the use of single-occupant vehicles and vehicle miles traveled, through a coordinated program of regulations, marketing, and provision of alternative travel options.	Still valid		Edit	To reduce the use of single-occupant vehicles and overall vehicle miles traveled, through a coordinated program of regulations, <u>and</u> marketing, and provisioning of alternative travel <u>mobility</u> options.
TR-9	Coordinate with other Eastside jurisdictions, the private sector, and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors: 1. Parking; 2. Services to increase high-occupancy vehicle use; 3. Demand management program elements, including incentives; and 4. Reporting, monitoring, and performance evaluation standards.	Still valid	Edit per TDM staff	Edit	Coordinate with other Eastside jurisdictions, the private sector, <u>educational institutions</u> and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and that address the following factors: 1. Parking; 2. Services to <u>facilitate and</u> increase high-occupancy vehicle <u>the use of transit, carpooling, vanpooling, walking, bicycling, and alternative work schedules</u> ; 3. <u>Other d</u> emand management program elements, including <u>marketing, outreach and</u> incentives; and 4. Reporting, monitoring, and performance evaluation standards.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-10	Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act. Evaluate program effectiveness every two years and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the city's goals for reducing use of single-occupant vehicles.	Still valid	Edit per TDM staff	Edit	Require large employers to implement a commute trip reduction program for employees, as mandated by the state Commute Trip Reduction Act law , and e- Evaluate program effectiveness every two years on a regular basis and, in coordination with other Eastside jurisdictions, lower the employer threshold if needed to achieve the city's goals for reducing use of single-occupant vehicles.
TR-XX			New per TDM staff	New	Facilitate small employers and property managers in providing programs to reduce drive-alone commute trips by employees and building occupants through marketing, outreach and assistance activities.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-11	<p>Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as:</p> <ol style="list-style-type: none"> 1. Establish methods to charge for parking single-occupant vehicles; 2. Impose a parking tax, through state enabling legislation; and 3. Provide tax incentives and other credits to employers that eliminate employee parking subsidies. 	Still valid	Edit per TDM staff	Edit	<p>Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single-occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as:</p> <ol style="list-style-type: none"> 1. Ensuring that parking supply meets parking demand without encouraging drive-alone trips; 2. Establishing methods to charge for parking single-occupant vehicles; 23. Impose Imposing a parking tax, through state enabling legislation; and 34. Provide Providing tax incentives and other credits to employers that eliminate employee parking subsidies; and- 5. Facilitating and encouraging employer cash-out programs for their employees.
TR-12	Encourage employers to help reduce peak hour commute trips by facilitating employees use of telecommuting, flexible work hours, compressed work week schedules, and other scheduling options.	Still valid	Edit per TDM staff	Edit	Encourage employers to help reduce peak hour commute trips by facilitating employees' use of telecommuting telework , flexible work hours, compressed work week schedules, and other scheduling options.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-13	Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.	Still valid		Retain	Continue to ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.
TR-14	<p>Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:</p> <ol style="list-style-type: none">1. Preferential parking for carpools and vanpools;2. Special loading and unloading facilities for carpools and vanpools;3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and4. Bicycle parking, showers, secure storage facilities, lockers, and related facilities. <p><i>Cross-reference: See Policy TR-8, concerning transit-supportive and pedestrian-friendly site design features. Also see Urban Design Element Policies UD-38 through 40, concerning sidewalks and trails.</i></p>	Still valid		Edit	<p>Promote use of travel options by requiringRequire new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles travel options, such as:</p> <ol style="list-style-type: none">1. Preferential parking for carpools and vanpools;2. Special loading and unloading facilities for carpools and vanpools;3. Transit facilities, including comfortable bus stops and waiting areas that may be integrated in the building design, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and4. Secure and covered bicycle parking, showers, secure storage facilities, lockers, and related facilities to support bicycle commuting. <p><i>Cross-reference: See <u>narrative following</u> Policy TR-8, concerning transit-supportive and pedestrian-friendly site design features. Also see Urban Design Element Policies UD-38 through 40, concerning sidewalks and trails.</i></p>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-15	Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.	Still valid	Not needed in the Transportation Element, not specifically a TDM policy Move to Land Use Element	Retain/move	Encourage major employers and the developers of major employment facilities to provide child care opportunities on site or nearby.
TR-16	Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.	Still valid	Not needed as TDM policy. Move to Land Use/Parking section	Edit/move	Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages .
TR-17	Promote increased citizen awareness of travel alternatives available for midday as well as commute trips.	Still valid	Edit per TDM staff	Edit	Provide outreach and assistance to increase awareness and use of Promote increased citizen awareness of travel alternatives to driving alone for all types and purposes of trips available for midday as well as commute trips .
TR-18	Evaluate and promote a car-sharing program in Downtown Bellevue.	Still valid	Edit per TDM staff	Edit	Evaluate and promote facilitate a car- sharing and bike sharing programs in Downtown Bellevue .
TR-19	Support establishment of federal and state gasoline taxes to provide adequate funding for transportation improvements that keep pace with regional and community growth.	Still valid	Not needed as TDM policy. Move to Finance section	Edit/move	Support establishment of federal and state gasoline taxes and other funding measures to provide adequate funding for transportation improvements that keep pace with regional and community growth.
TR-20	Support federal tax policies which promote transit and ridesharing.	Still valid	Edit per TDM staff	Edit	Support federal and state tax policies which that promote transit use and ridesharing.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-XX			Amended policy moved from the Downtown Transportation Plan	New policy	Support the Bellevue Transportation Management Association establishment and operation of transportation management associations as effective partners in advancing the goal and strategies of demand management.
TR-XX			New policy per TDM staff Note: Programs may include installing and maintaining an on-site transit information kiosk. Co-locate with other similar policies	New policy	Require new developments that place significant impacts on the transportation system to implement transportation management programs to reduce drive-alone commute trips to the site.
TR-XX			New policy per TDM staff	New policy	Establish targets for the proportion of commute trips to occur by means other than driving alone, and periodically evaluate progress to these targets as a measure of transportation system efficiency. Cross reference: See Table TR.1

ATTACHMENT 3. Policy by policy analysis – Transportation Element-(Light Rail) High Capacity Transit Policies

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Sub-section	Light Rail Transit - General		Integrate light rail with policies on high capacity transit service		Light Rail Transit – General
TR-75.1	Develop a light rail system in collaboration with the regional transit provider that advances the City’s long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.	Still valid	Universal removal of “regional” in reference to transit providers	Edit	Develop a light rail <u>HCT</u> system in collaboration with the regional transit providers that advances the City’s long-term transportation and land use objectives, minimizes environmental and neighborhood impacts, and balances regional system performance.
TR-75.2	Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.	Still valid	Information in LRBP is becoming dated & could be outdated by next update. Reference “best practices” in a more generic sense to keep it current.	Edit	Use the Light Rail Best Practices Report, including City expectations of Sound Transit, Research and apply best practices of other cities and systems to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail <u>high capacity</u> transit in Bellevue .
TR-75.3	Develop and maintain a strong working relationship with the regional transit provider to ensure a collaborative effort to implement light rail in Bellevue.	Still valid	Delete reference to LRT and regional transit provider to address all providers and transit services.	Edit	Develop and maintain a strong working relationship with the regional transit providers to ensure a collaborative effort to implement light rail <u>HCT</u> in Bellevue .

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.4	Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit provider. Members of the community should have opportunities throughout any light rail planning and implementation process to help shape the ultimate configuration of any light rail system in Bellevue and throughout the Eastside.		There will be additional planning (e.g. ST3) that should engage the public early and often in the planning. Consolidate with other Transportation policies about public engagement.	Edit	Provide ample opportunity for meaningful public involvement by residents, neighborhood groups, business leaders, and other informal and formal stakeholders in a cooperative and coordinated community involvement program with the regional transit providers. Members of the community should have opportunities throughout any light rail the planning and implementation process to help shape the ultimate configuration and operation of any light rail regional HCT system in Bellevue and throughout the Eastside .
Sub-section	Light Rail Transit – Routing and Alignment				

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.5	Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city's major employment centers and residential areas. A light rail system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail while minimizing impacts to other modes.	Still valid	Specific to East Link and light rail and may not be sufficient for future planning (e.g. ST3). Revise or consolidate with similar policies to address coordination with regional transit providers and serving specific areas of Bellevue (see TR-74). 1 st part of policy is addressed in TR-73 and others. Policy should be broadened to cover HCT rather than just LRT.	Edit	Work with the regional transit provider to provide reliable, high-performance, attractive alternatives to single-occupant vehicle travel by providing service to the city's major employment centers and residential areas. A Ensure that a light rail regional HCT system should add new travel capacity within its own right-of-way, rather than replace existing travel lane capacity, in order to maximize speed and reliability for light rail transit while minimizing impacts to other modes.
TR-76.6	Support plans by the regional transit provider to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with service that optimizes convenience for riders. Light rail should connect "somewhere to somewhere."	Still valid	Look ahead to ST3 to support transit service connections to Downtown Bellevue. Revise to be more generic about connecting downtown Bellevue or broaden language to be inclusive of what city would like to see in future extensions of all forms of future regional transit service.	Edit	Support plans by the regional transit providers to connect Bellevue, Seattle and Redmond activity centers, including downtown Bellevue and the developing center of Bel-Red, with service that optimizes convenience for riders. Light rail should connect "somewhere to somewhere."
TR-75.7	Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.	Still valid	This policy is redundant with TR-75.1 and can be repealed.	Repeal	Advocate for light rail service that is consistent with local land use and transportation plans. Light rail planning should further the achievement of the City's land use and transportation vision.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.8	Advocate for an alignment for downtown Bellevue that advances the adopted land use vision for an urban downtown by: 1. optimizing ridership, system performance, and user convenience; 2. locating stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea; 3. addressing aesthetic concerns and promoting superior urban design integration, within the established urban context; 4. minimizing impacts on businesses and residents during construction; and 5. minimizing overall impacts of a light rail system on the operation of the downtown street network.	Still valid	Alignment language no longer valid. Revise or consolidate to maintain policy language about optimizing ridership, design and integration with existing uses in a way that applies to all stations.	Edit	Advocate for an alignment for <u>Plan and implement HCT service within downtown Bellevue</u> in a manner that advances the adopted land use vision for an urban downtown by: 1. optimizing <u>Optimizing</u> ridership, system performance, and user convenience; 2. locating <u>Providing exceptional pedestrian and bicycle access to</u> stations in proximity (i.e. within a 10 minute walk) to existing and planned employment and residential concentrations in the downtown subarea; 3. addressing aesthetic concerns and <u>P</u> romoting superior urban design integration, within the established urban context; 4. <u>M</u> inimizing impacts on businesses and residents during construction; and 5. M <u>minimizing overall impacts of a light rail system</u> on the operation of the downtown street network; <u>and</u> 6. <u>Protecting the character and livability of neighborhoods, including adequate ingress and egress to the neighborhood.</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.9	Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by: 1. protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood; 2. minimizing impacts to wetlands and other natural resources; 3. providing local access to the system for Bellevue neighborhoods; and 4. optimizing ridership and user convenience.	Still valid	Combine with TR-75.8 and consolidate bullets	Edit	Advocate for an alignment south of downtown Bellevue that advances the adopted land use vision by: 1. protecting the character and livability of existing neighborhoods, including adequate ingress and egress to the neighborhood; 2. minimizing impacts to wetlands and other natural resources; 3. providing local access to the system for Bellevue neighborhoods; and 4. optimizing ridership and user convenience.
TR-75.10	Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.	Time to go	For Bel-Red, already completed. Covered by other policies that call for consistency with local land use plans.	Repeal	Advocate for an alignment in the Bel-Red corridor that is consistent with the Bel-Red Subarea Plan.
TR-75.11	Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.	Still valid	Consolidated with revised policy TR-75.9.	Repeal	Protect environmentally sensitive areas of local and regional significance in the siting and alignment of light rail facilities.
Sub-section	Light Rail Transit – Community Integration				Light Rail Transit – Community Integration

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.12	<p>POLICY TR-75.12. Partner with the regional transit provider to design transit stations and facilities incorporating neighborhood objectives and context sensitive design to better integrate facilities into the community. This includes, but is not limited to the following:</p> <ol style="list-style-type: none">1. Incorporating superior urban design, complementary building materials, and public art; and2. Providing substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings.	Still valid	Consolidate with revised policies TR-75.13-14.	Edit	<p>POLICY TR-75.12. Partner with the regional transit providers to and <u>work closely with neighborhoods, businesses and other stakeholders in the design of</u> transit stations and facilities incorporating neighborhood objectives and context sensitive design to better <u>integrate facilities them as assets for</u> into the community; . This includes, but is not limited to the following follows:</p> <ol style="list-style-type: none"><u>1. Incorporate context sensitive design that considers incorporating neighborhood objectives and superior urban design;</u><u>2. Integrate art, public spaces and other public amenities;</u>1-3. <u>Utilize complementary building materials that are, high-quality and durable; complementary building materials, and public art; and</u><u>4. Integrate substantial landscaping at stations and along the alignment, including retained significant trees and transplanted trees that are, at a minimum, saplings; and</u><u>5. Protect sensitive land uses (e.g., residential, outdoor recreation, and commercial land uses) by minimizing and mitigating environmental, traffic and noise impacts.</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.13	Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design.	Still valid	Consolidated with policy TR-75.12.	Repeal	Encourage the regional transit provider to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charrettes, advisory committees) in the design of any light rail transit facility to ensure that the design of the facility incorporates neighborhood objectives and context sensitive design
TR-75.14	Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.	Still valid	Consolidated with revised policy TR-75.12.	Repeal	Promote the use of context sensitive design and high quality materials to prevent and mitigate negative impacts and incorporate the light rail system appropriately into the streetscape.
TR-75.15	Formulate standards and guidelines that can be applied by the regional transit provider to create stations that are a valued place in the community by providing: 1. Access and linkages to the surrounding community; 2. A comfortable place to be, not just pass through; 3. A place that works for both large and small numbers of people; and 4. Design that encourages social interaction among people.	Still valid		Edit	Formulate and implement standards and guidelines that can be applied by the regional transit providers to create stations that are a valued place <u>s</u> in the community by providing: 1. Access and linkages to the surrounding community; 2. A comfortable place to be, not just pass through; 3. A place that works for both large and small numbers of people; and 4. Design that encourages social interaction among people.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.16	Work with neighborhood groups, business owners, other stakeholders, and the regional transit provider to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction.	Still valid		Edit	Work with neighborhood groups, business owners, other stakeholders, and the regional transit providers to identify and fund additional improvements that can be constructed efficiently in conjunction with project construction <u>of transit projects</u> .
TR-75.17	Protect Bellevue’s residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.	Still valid	Consolidated with TR-75.12	Repeal	Protect Bellevue’s residential and commercial areas from the negative effects of light rail by promoting actions of the regional transit provider that minimize environmental, traffic and noise impacts.
TR-75.18	Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.	Still valid		Edits	Protect residential neighborhoods adjacent to light rail <u>HCT</u> facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.19	<p>Ensure that any future land use that occurs around station areas is consistent with the Comprehensive Plan land use vision for that area, recognizing that:</p> <ol style="list-style-type: none">1. Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit;2. Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation without changes to land use intensity; and3. Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).	Still valid	Move to Land Use Element	Edit	<p>Ensure that any future land use <u>changes</u> that occurs around <u>HCT</u> stations s areas are is consistent with the Comprehensive Plan land use vision for that area, recognizing that:</p> <ol style="list-style-type: none">1. <u>Transit may support more intense development around s</u>Some potential station areas (e.g. Bel-Red) could support more intense redevelopment that includes density increases that support transit;2. <u>Some potential station areas (e.g. Downtown) could sustain a more transit supportive design and orientation <u>may be implemented</u></u>without changes to land use intensity; and2-3. <u>Land use changes would be precluded in existing single family designations and environmentally sensitive areas (e.g. south Bellevue, Mercer Slough).</u>

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.20	Maintain and enhance the safety of Bellevue’s streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.	Still valid		Edit	Maintain and enhance the safety of Bellevue’s streets when incorporating light rail <u>HCT</u> , through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
TR-75.21	Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail operation and minimize delay, while maintaining capacity for non-rail vehicle movements.	Still valid	Incorporate transit signal priority as an overall intelligent transportation systems policy not specific to high capacity transit. Currently TR- 40	Edit	Maximize the efficient usage of the transportation network through utilization of transit signal priority (TSP) technology. Provide for efficient light rail <u>HCT</u> operation and minimize delays <u>support transit speed and reliability</u> , while maintaining capacity for non- rail <u>HCT</u> vehicle movements.
TR-75.22	Encourage quality design and construction in the light rail system, by: 1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and 2. Incorporating art, public spaces, and other features as community assets.	Still valid	Combined with TR-75.12.	Repeal	Encourage quality design and construction in the light rail system, by: 1. Including durable materials in design and construction to ensure facilities retain appearance, functionality and community value; and 2. Incorporating art, public spaces, and other features as community assets.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What's missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.23	Coordinate with the regional transit provider to employ crime prevention principles in the design of light rail stations, and use available technologies to deter crime. Examples include: 1. Visibility of station platform from adjacent streets and parking; 2. Open and well-lighted pedestrian connections to parking and adjacent community; 3. Video surveillance on station platforms and trains; and 4. Establishing and enforcing a fare paid zone for station platforms.	Still valid		Retain	Coordinate with the regional transit providers to employ crime prevention principles in the design of light rail HCT stations, and use available technologies to deter crime. Examples include: <u>1. Design the station platform for visibility of station platform</u> from adjacent streets, <u>sidewalks</u> , and parking; 1-2. <u>2. Provide open and well-lighted pedestrian connections to sidewalks, parking and adjacent community;</u> 2. Implement Open and well-lighted pedestrian connections to parking and adjacent community; 3. V <u>i</u> deo surveillance on station platforms and trains; and 4. <u>E</u> stablishing and enforcing <u>enforce</u> a fare paid zone for station platforms.
TR-75.24	Develop agreements with the regional transit provider to ensure long-term safety and security, operation and maintenance of stations.	Still valid		Retain	Develop agreements with the regional transit providers to ensure long-term safety and security, operation and maintenance of stations.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
Sub-section	Light Rail Transit – System Access		These policies apply to all transit centers of a certain type or level of service within Bellevue.	-	Light Rail Transit – System Access
TR-75.25	Develop and maintain a safe and convenient pedestrian network to light rail stations, through shared responsibility with the regional transit provider, that is intended to: 1. Provide short, direct routes within a ten-minute walk; 2. Incorporate principles of universal design, i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximize safety for all pedestrians at street crossings; and 4. Give priority to pedestrian access and safety in station areas.	Still valid	Expand to include other major transit centers and stations with a high level of service by transit. Could broaden to cover transit in general and move to the Transit section.	Edit	Develop and maintain a safe and convenient pedestrian network access to light rail <u>HCT</u> stations, through shared responsibility with the regional transit providers, that is intended to : 1. Provide <u>s</u> short, direct routes within a ten-minute walk; 2. Incorporate principles of universal design, i.e. designing <u>Designs</u> the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation; 3. Maximize <u>s</u> safety for all pedestrians at street crossings; and 4. Give <u>s</u> priority to pedestrian access and safety in station areas.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.26	Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs.	Still valid	Covered in TR-75.25	Repeal	Employ principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) in streets within station planning areas to accommodate the widest range of potential users, including people with mobility and visual impairments and other special needs
TR-75.27	Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.	Still valid	This policy is redundant with overall transit policies (e.g. TR-50, 52, 62).	Repeal	Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available
TR-75.28	Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.	Still valid		Edit	Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit to transit, transit to pedestrian, transit to bicycle, and transit to pick up/drop off transfers, with an emphasis on safety for people transferring between the station platform and the various modes.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.29	Develop and implement an integrated way-finding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.	Still valid	Definition of Universal Design for glossary: The principles of universal design anticipate a design for the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation.	Edit	Develop and implement an integrated way-finding system, that incorporate tetings principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and <u>uses</u> multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users .
TR-75.30	Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.	Still valid	Integrate with overall transit policies	Edit	Evaluate proposed new park and ride facilities and expanded dedsion of existing park and ride facilities <u>in Bellevue</u> to serve light rail <u>high capacity</u> transit, for their effectiveness to serve the community and the light rail HCT system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.
Sub-section	Light Rail Transit – Construction and Mitigation		This sub-section applies to all Transit projects, not just light rail.		Light Rail Transit – Construction and Mitigation

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.31	Develop an interlocal agreement with the regional transit provider to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.	Still valid		Edit	Develop an interlocal agreements <u>s</u> with the regional transit providers <u>s</u> to develop, monitor, and adapt mitigation measures for the design and construction phases of projects, to ensure the continual effectiveness of the measures.
TR-75.32	Collaborate with the regional transit provider to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted at one time and minimizes the time period of disruption.	Still valid		Edit	Collaborate with the regional transit providers <u>s</u> to create a Construction Management Plan for all new major transit investments. The Construction Management Plan should include a Construction Phasing Plan that minimizes the corridor length disrupted <u>by construction</u> at one time and minimizes the time period of disruption.
TR-75.33	Place a priority on the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit provider. Monitor the outcomes of these efforts and pursue adjustments with the regional transit provider to ensure continued effectiveness.	Still valid		Edit	Place a priority <u>itize on</u> the use of noise avoidance or absorption techniques over noise deflection for residential uses when developing mitigation measures with the regional transit providers <u>s</u> . Monitor the outcomes of these efforts and pursue adjustments with the regional transit providers <u>s</u> to ensure continued effectiveness.

Transportation Element Goals and Policies		Still valid <i>or</i> time to go	What’s missing from the current plan	New policy Edit existing Retain Repeal	DRAFT Staff Recommendation How to address the opportunity gap Edited or new Narrative Edited or new policy language
TR-75.34	Develop and implement an early and ongoing program with the regional transit provider to provide assistance to residents and businesses affected by construction.	Still valid		Edit	Develop and implement an early and ongoing program with the regional transit providers to provide assistance to residents and businesses affected to address adverse impacts of by construction.
TR-75.35	Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit provider, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.	Still valid		Edit	Minimize disruption and inconvenience of construction staging areas to adjacent land uses, in collaboration with the regional transit providers, through actions such as site selection, design and operational management plans. Construction staging areas should not be located in residential neighborhoods except where no practicable alternative exists.